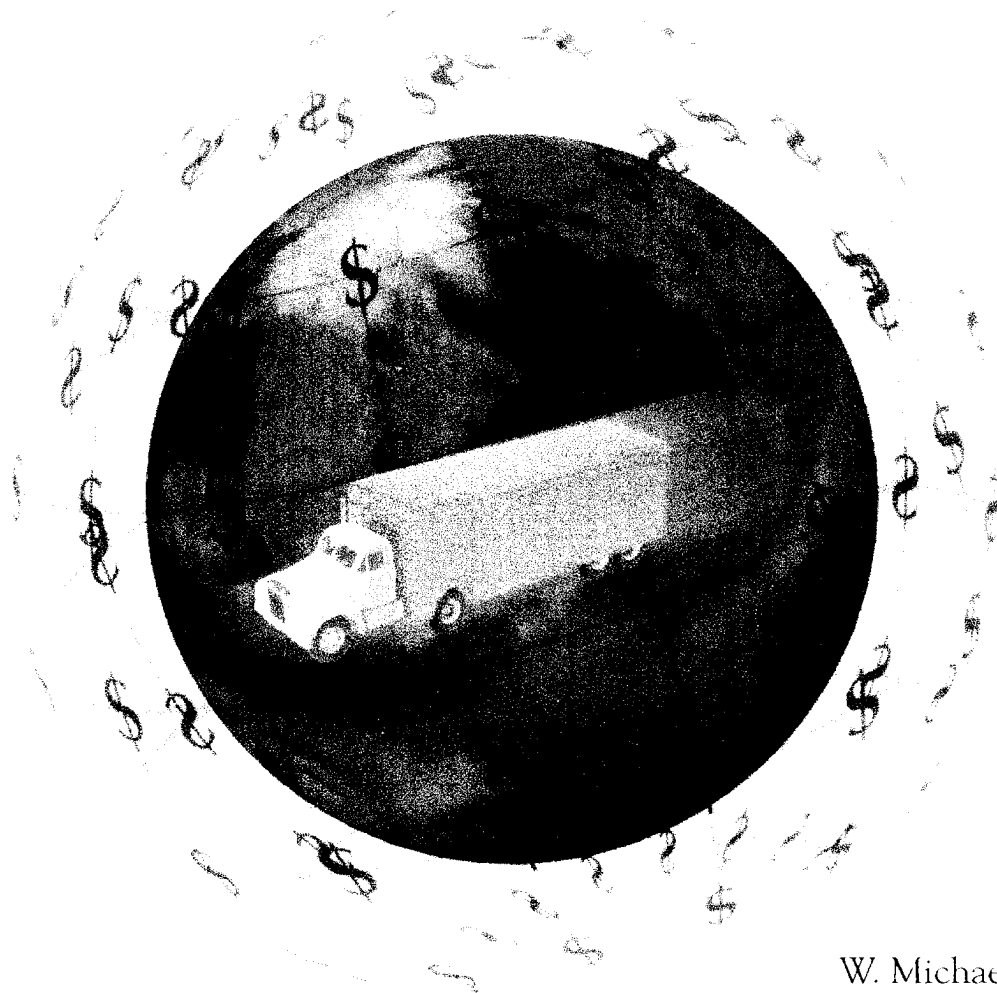


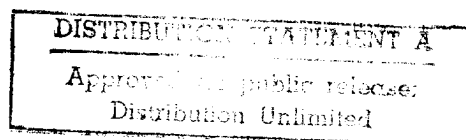
# Paying Personal Property Transportation Contracts at the Defense Finance and Accounting Service—Indianapolis Center

DF601R8

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W. Michael Bridges



**LMI**

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Paying Personal Property Transportation  
Contracts at the Defense Finance and  
Accounting Service–Indianapolis Center

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## Executive Summary

The Military Traffic Management Command (MTMC) is changing how it purchases personal property transportation services. It plans to use Federal Acquisition Regulation (FAR) contracts to procure those services and has asked the Defense Finance and Accounting Service–Indianapolis Center (DFAS-IN) to make payments using electronic data interchange (EDI). DFAS-IN tasked LMI to identify issues that need to be resolved and to develop an operating concept for paying personal property contracts.

Before the new payment process can be implemented, these two questions must be answered:

- ◆ Which DFAS-IN automated system best supports contract payments?
- ◆ What system development efforts are required?

We evaluated three systems that could accommodate FAR contract payments. We recommend DFAS-IN use the Corps of Engineers Financial Management System (CEFMS). It will soon have EDI and electronic funds transfer (EFT) capabilities. CEFMS also will require few modifications.

We determined that the DFAS-IN Directorate of Transportation Payment's household goods system (HHG) must also be modified to process excess cost claims. In addition, a processor must be developed to convert data from the EDI translator for payment and excess cost applications. Further, the personal property EDI implementation convention (IC) must be modified to process contract payments.

We recommend DFAS-IN receive payment authorization transactions in an EDI format. In this report, we identify the data MTMC needs to provide DFAS-IN. Additional changes may be necessary if DoD changes its policy on confirming the availability of funds before making a disbursement.

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# Chapter 1

## Introduction

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### BACKGROUND

The Military Traffic Management Command (MTMC) is changing how it purchases personal property transportation services. MTMC plans to use Federal Acquisition Regulation (FAR) contracts to procure those services. It asked the Defense Finance and Accounting Service–Indianapolis Center (DFAS-IN) to pay for these services during a test period.

### Current Personal Property Program

Transportation services are purchased through a rate solicitation program that is exempt from the FAR. The business practices associated with that program are complex. As a result, DFAS-IN has not yet replaced personal property documentation with electronic data interchange (EDI) transactions. For example, the present program includes over 200 accessorial services that require data never captured by personal property shipping offices (PPSOs). As a result, DFAS-IN has not developed a concept for replacing the paper documentation of accessorial services with an EDI transaction. MTMC cannot achieve the benefits of using EDI without reengineering its business and payment processes.

### MTMC's Program

In MTMC's revised program, a contractor will arrange, move, and manage shipments for DoD. Using a single-factor rate that combines most accessorial services with the linehaul service rate would simplify the payment process. Over 200 accessorial services could be reduced significantly. However, industry support for this initiative is questionable. Instead, industry appears to favor commercial tariffs that may not reduce the number of accessorial services as sufficiently as a single-factor rate.

Regardless of industry support, MTMC wants to implement a pilot program by January 1997. The pilot program will include approximately 50 percent of all shipments from North Carolina, South Carolina, and Florida that are destined for the continental United States or Europe. The pilot program will include household goods (HHG) and unaccompanied baggage and will exclude mobile homes, boats, one-time-only, interstate, and local personal property shipments. If the pilot program is successful, MTMC plans to add other regions over a 5- to 6-year period.

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MTMC proposes that DFAS-IN pay the bills for all Military Services and the Coast Guard during the pilot program and that EDI techniques be used for the data interface between MTMC and DFAS-IN.

## Transportation Payment at DFAS-IN

Although the Directorate of Transportation Payment (DTP) at DFAS-IN has not paid for transportation services contracted using the FAR, it has paid personal property GBLs and processed excess cost entitlement claims for the Army. As FAR contracts replace GBLs to process shipments, DTP's workload will decrease unless DFAS-IN can convert its operations and systems to accommodate changing transportation business practices.

We identified one key issue that DFAS-IN needs to resolve before it can participate in the test—automation capability. Two questions arise regarding automation capability:

- ◆ Which automated system should DFAS-IN adopt as its transportation contract payment system?
- ◆ What system development efforts are required?

## REPORT CONTENTS

This report contains four chapters. Chapter 2 evaluates automated systems and recommends one for DFAS-IN to adopt. Chapter 3 identifies the automation development efforts to prepare for MTMC's test. Chapter 4 describes our recommended payment operating concept.

## Chapter 2

# Systems Evaluation

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We evaluated three candidate systems at DFAS-IN for supporting transportation contract payments: the Defense Transportation Payment System (DTRS), the Computerized Accounts Payable System (CAPS), and the Corps of Engineers Financial Management System (CEFMS). DTRS is designed to support the electronic payment of personal property GBLs. CAPS and CEFMS are accounting systems that support vendor payment. The evaluation criteria included EDI capability, accounting capability, electronic funds transfer (EFT) capability, migration system designation, and system changes to accommodate contracts payment.

### EDI CAPABILITY

From the aspect of an EDI capability, none of the systems offers a specific advantage. All have or will have similar capabilities by September 1997. DTRS is EDI-capable. It uses a stand-alone EDI translator to receive personal property shipment information from MTMC's Worldwide Household Goods Information System for Transportation (WHIST) and invoice information from carriers.

An EDI capability is being developed for CAPS and CEFMS. The capability to receive purchase order information (to establish the obligation to pay), invoice information, and the receiving advice (to certify service performance) should be implemented by September 1997. Neither system will receive the American National Standards Institute (ANSI) Accredited Standards Committee (ASC) X12 858 shipment information transaction set used by the transportation community. However, CEFMS is being modified to receive shipment information by December 1996, through an interface with the DTRS transportation EDI translator.

### ACCOUNTING AND EFT DISBURSEMENT CAPABILITIES

From the aspect of accounting and EFT disbursement capabilities, no system offers an advantage. All will have similar capabilities by December 1996. DTRS lacks an accounting capability common to CAPS and CEFMS. DFAS-IN will interface DTRS with CEFMS by December 1996 to provide this capability.

None of the systems has an EFT disbursement capability. EFT is accomplished through the Standard Financial System Redesign (SRD1). DFAS-IN plans to interface CEFMS and CAPS with SRD1 to provide an EFT disbursement capability by December 1996. DTRS will gain an EFT capability via a planned interface with CEFMS.



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## MIGRATION SYSTEM DESIGNATION

In comparing the systems based on their selection as a DoD integration system, CAPS is at a disadvantage because it has not been selected. DTRS, however, has been selected as a migration system for processing GBL payments. Also, CEFMS (instead of CAPS) has been selected as the standard transportation accounting system. The selection of CEFMS as the standard accounting system is more significant for paying personal property contracts than the selection of DTRS for processing GBL payments.

## SYSTEMS MODIFICATION

DTRS will require several modifications to accommodate transportation contracts payments. Its GBL payment functions are more complicated than those needed to support personal property contracts. For example, DTRS supports shipment costing, invoice reconciliation, and General Services Administration (GSA) post-payment auditing for GBL payments. MTMC proposes that a contract auditor perform most of those functions, and GSA is not interested in auditing transportation FAR contracts.

CAPS also requires several system modifications. It is an on-line system and requires data entry of three separate documents: purchase order, invoice, and receiving report. However, MTMC proposes to transmit only a single EDI transaction to identify the amount of the bill and authorize DFAS-IN to make payment. While MTMC's EDI transaction combines some service order and invoice information, it does not include receiving information. According to MTMC, receipt information is not needed. A contract auditor must certify receipt of service before a payment authorization is transmitted to DFAS-IN.

CEFMS offers significant advantages because it requires the fewest modifications to accommodate personal property contract payments. While it operates on-line similar to CAPS, DFAS-IN is developing a batch-entry capability in conjunction with a DTRS interface to be implemented in December 1996. CEFMS can receive a single payment authorization transaction in batch mode without requiring separate invoice and receiving report submissions.

## ASSESSMENT

We recommend that CEFMS be used to support personal property transportation contract payments for five reasons. First, CEFMS can achieve an EDI capability via an interface with the DTRS EDI translator. Second, DFAS-IN is developing a batch version of CEFMS that will provide an accounting capability for GBL payments and provide a similar capability for transportation contracts payments. Third, CEFMS will have an EFT capability through SRD1. Fourth, CEFMS is the

standard transportation accounting system. Finally, CEFMS requires fewer modifications than DTRS or CAPS. CEFMS modifications are described in the next chapter.

## Chapter 3

# Automation Development Requirements

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Preparing for MTMC's test requires modifications to two systems, the development of a front-end processor, and changes to the ASC X12 858 personal property implementation convention (IC).

## SYSTEMS MODIFICATIONS

CEFMS and DTP's HHG system must be modified to accommodate MTMC's test. The HHG system automates the processing of excess cost claims. Service members must reimburse the government when the payment to carriers exceeds allowable costs.

Both systems must be modified to control transactions by service order and contract numbers instead of a GBL number to provide a unique record, and prevent duplicate payments.

In addition, CEFMS must be modified so it can process the transportation control number (TCN) to satisfy Navy reporting requirements. Until CEFMS is modified to include the TCN with financial information in data exchanges, DFAS-IN cannot process Navy transportation contract payments.

## FRONT-END PROCESSOR

A front-end processor is required to convert the data generated by the EDI translator into a file named HBXC0Z to support CEFMS and files named HBY10B and HBRE9X-DED that contain excess cost data. The HBRE9X-DED file identifies unearned freight weight that could affect previously processed excess cost cases.

The HBY10B file requires post-payment data—voucher number, payment date, and payment amount—that can only be provided by CEFMS/SRD1—and data—packing allowance percent, branch of service, and record code—that can only be created by the processor itself.

Unearned freight weight is not available through the ASC X12 858 transaction set; however, it can be added. When added, the front-end processor can direct that data element to the excess cost process through the HBRE9X-DED file. Unearned freight processing and its relationship to excess cost are explained in the next chapter as part of the operating concept.

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The front-end processor's function could easily be accomplished by a microcomputer. Its development should be a modest effort and require only 2 to 4 man-months to complete.

## IMPLEMENTATION CONVENTION CHANGES

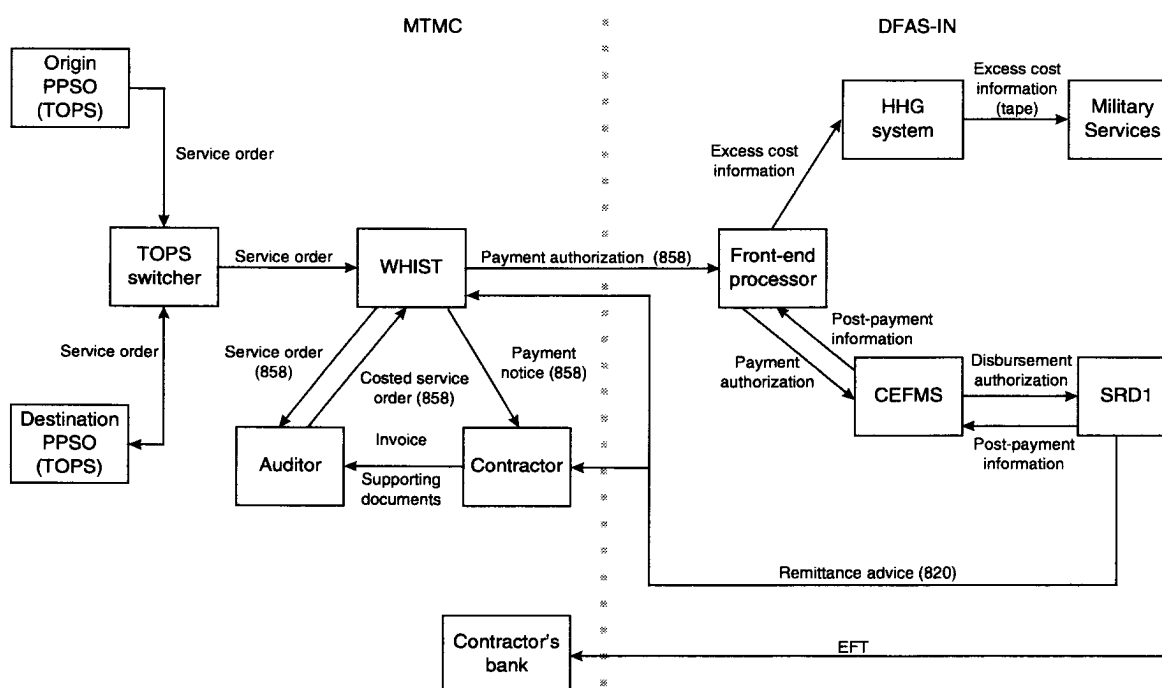
The ASC X12 858 personal property IC needs to be changed to support the payment authorization transaction. Specifically, the following data elements should be added: service order number, contract number, payee code, discount percent, discount days, unearned freight weight, excess distance cost, and voucher amount. The Appendix describes these data requirements. We also recommend upgrading the 3020 version of the ASC X12 858 transaction set to at least 3050. The present version does not support the year 2000. It will be easier to begin an application with the 3050 version rather than make changes later.

## Chapter 4

# Concept of Operations

In this chapter, we present MTMC's proposed concept of operations and recommend a concept for payment by DFAS-IN. The transportation and payment operating concepts are integrated in Figure 4-1.

*Figure 4-1. Personal Property Transportation Contracts Payment Operating Concept*



Note: TOPS = Transportation Operational Personal Property Standard System.

## MTMC'S TRANSPORTATION CONCEPT OF OPERATIONS

### Payment Authorization

MTMC proposes that PPSOs at both the origin and destination use TOPS to provide service order information. Generally, a shipment's single-factor transportation charge and origin accessorial service charges are included in one service order transaction. Destination service charges are in one or more additional transactions. Each service order is transmitted to WHIST for translation into EDI for-

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mat using the ASC X12 858 transaction set. Each transaction is sent to a contract auditor via WHIST with invoices and other supporting documents from the transportation contractor. The contract auditor verifies that the service has been performed, determines the costs of the service, compares the costs to the transportation contractor's invoice, and authorizes the proper payment. MTMC must have adequate internal controls to over-see the certification process since a recent change to the United States Code (U.S.C.) places liability on the certifying official and relieves the disbursing official for most improper payments.<sup>1</sup>

The authorized payment amount is transmitted to DFAS-IN for payment and to the transportation contractor as a preliminary payment notice. If the transportation contractor reconciles payment differences with the contract official, changes to the authorized payment amount are sent to DFAS-IN through WHIST as an updated 858 payment authorization transaction. The details of how CEFMS should process an updated transaction remains to be developed and may require CEFMS modification.

## Unearned Freight Processing

The carrier is not entitled to be paid for moving unearned freight—personal property that is lost or damaged during a move. If transportation charges include unearned freight, DFAS-IN attempts to recover those charges. For personal property contracts, MTMC proposes that the contract auditor identify the unearned freight cases, calculate the charges to recover from the transportation contractor, and attempt to recover that amount. As a last recourse, if MTMC cannot recover the unearned freight charges, it will request DFAS-IN to deduct that amount from future payments to the contractor.

When MTMC is successful in recovering unearned freight payment, it notifies DFAS-IN for a possible adjustment to excess cost cases. Reducing a payment to a contractor could also reduce the amount a Service member owes DoD for excess cost. While the details of the process remain to be developed, unearned freight weight could be added to the 858 personal property IC.

## Reweigh Processing

Personal property shipments are weighted at origin to determine the single-factor transportation charges. If a shipment weighs less at destination than it did at the origin, the transportation contractor could owe a refund to DoD.

MTMC proposes to reduce the payment amount of the destination service order (the service order authorizing storage service) to reflect the overpaid amount. If the remaining amount owed to the contractor is less than the amount the govern-

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<sup>1</sup>31 U.S.C. Section 3528.

ment is claiming, MTMC could recover funds by collecting from the contractor directly or requesting that DFAS-IN debit a future payment.

The details of the reweigh process remain to be developed. For example, the contractor should be advised when a payment for storage service has been reduced due to a reweigh. Further, contractor collections by MTMC could reduce excess costs collected from a Service member.

## DFAS-IN'S PAYMENT CONCEPT OF OPERATIONS

While MTMC's concept has not yet been finalized, the payment authorization transaction will remain the key interface between MTMC and DFAS-IN. As a result, we propose that DFAS-IN adopt the payment concept described below.

### Payment Authorization

We recommend that DFAS-IN receive payment authorization transactions from MTMC's WHIST in an EDI format (ASC X12 858 personal property transaction set). The EDI transaction is translated by the EDI translator that supports GBL payments. The data required to be transmitted by MTMC to DFAS-IN are described in the Appendix.

A front-end processor is required to process the file generated by the EDI translator. The processor separates data from MTMC into two files: one to support the contract payment application (CEFMS) and another to support the excess cost application (HHG system).

CEFMS provides accounting and reporting capabilities and interfaces with SRD1 to provide EFT. SRD1 disburses payment to the transportation contractor's bank electronically and transmits a remittance advice to the contractor and MTMC using the EDI ASC X12 820 remittance advice transaction set. Post-payment information is sent through CEFMS to the front-end processor to be combined with other data required by the excess cost application.

DTP's Household Goods Branch uses the HHG system to calculate excess costs based on excess weight. Excess costs based on excess distance is calculated manually using a paper copy of the GBL or on-line data provided by DTRS. However, MTMC's concept eliminates the use of paper copies of GBLs by DFAS-IN. Since CEFMS does not have data query capability, MTMC proposes to provide excess distance costs to DFAS-IN. The procedures for DFAS-IN to provide excess distance costs remain to be determined, but could require modification to the HHG system.

Finally, excess cost information continues to be provided to the Air Force and could be provided to the Navy and Marine Corps, if necessary.

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## Funds Availability

Funds must be confirmed as being available for all obligations of \$1 million or more before any disbursement is made. That dollar limitation is expected to be reduced significantly and may affect future personal property bill payments. When a policy change will be made is not known.

If the policy change affects personal property payments, DFAS-IN and the local and regional accounting offices do not have any data interface to confirm funds are available, although DFAS is evaluating a centralized data warehouse concept.

While funds availability requirements should not affect this pilot program, they may affect how future personal property payments are made.

## Next Step

DFAS-IN must develop a schedule to develop and modify its systems. DFAS-IN must coordinate the schedule with MTMC so that both partners are ready to participate in the pilot program.

DFAS-IN must prepare for more extensive use by Defense transportation of contract payments that will replace GBL payments. CEFMS can be prepared quickly to pay personal property contracts using EDI and EFT. The concept we propose may also be useful for other non-GBL payments such as commercial bills of lading.



# Appendix

## Personal Property Payment Authorization Data Requirements

The payment authorization transaction from MTMC to DFAS-IN supports payment and excess cost applications. CEFMS requires 14 data elements to process a transportation contract payment and the HHG system requires 22 data elements to process an excess cost case. The following table identifies the data requirements that DFAS-IN would receive using the ASC X12 858 personal property IC. The table also identifies the data elements necessary to satisfy EDI syntax requirements.

*Table A-1. Data Requirements*

Data name	ASC X12 858 mapping <sup>a</sup>	Data purpose	Values, formats, edits, messages, and comments
Transaction set ID	A, 10, ST01	EDI syntax	Valid code value: 858—shipment information.
Transaction set control number	A, 10, ST02	EDI syntax	Assigned by EDI translator.
Transaction set purpose code/correction indicator	A, 30, BX01	Payment and excess cost	Valid code values: 00—original transaction, 01—cancellation, 04—updated transaction.
Transaction method code	A, 30, BX02	EDI syntax	Valid code value: J—motor.
Shipment method of pay	A, 30, BX03	EDI syntax	Valid code value: PP—prepaid.
Service order number (SON)	A, 30, BX04	Payment and excess cost	Record key. One SON per payment request. Requires change to CEFMS and HHG system: 14-character SON replaces 9-character GBL number. Requires data maintenance (DM) change to 858 personal property IC.
Authority for shipment orders number qualifier	A, 60, N901	EDI syntax	Valid code value: OQ—order number
Authority for shipment orders number	A, 60, N902	Excess cost	Service member's orders number. Format: 4 characters.
Authority for shipment date	A, 60, N904	Excess cost	Date of member's orders. Format: YYYYMMDD. <sup>b</sup>
Contract number qualifier	A, 60, N901	EDI syntax	Valid code value: CT—contract number.

*Table A-1. Data Requirements (Continued)*

Data name	ASC X12 858 mapping	Data purpose	Values, formats, edits, messages, and comments
Contract number	A, 60, N902	Payment and excess cost	Record key. Offers record uniqueness when combined with SON. Requires DM change to 858 PP IC to add data element. Requires change to CEFMS and HHG system to add 17-character contract number.
Payee code qualifier	A, 60, N901	EDI syntax	Valid code value: PQ—payee identification.
Payee code	A, 60, N902	Payment	ID assigned by DoD payment center to control vendor payments. Requires DM change to 858 PP IC to add data element.
Service code qualifier	A, 60, N901	EDI syntax	Valid code value: DY—DoD transportation service code number.
Service code	A, 60, N902	Excess cost	Applicable codes of service identified in DoD 4500.34R. Used to calculate packing allowance percent.
DITY indicator	A, 60, N903	Excess cost	Valid code value: D—do-it-yourself.
Transportation control number qualifier	A, 60, N901	EDI syntax	Valid code value: TG—transportation control number.
Transportation control number	A, 60, N902	Payment	Navy reporting requirement for transportation control.
Terms discount percent	A, 100, ITD03	Payment	Terms discount expressed as a percent, available to DoD if an invoice is paid on or before discount days due has expired. Decimal point is optional for integer values but required for decimal values. Accuracy of decimal value expressed to hundredths of a percent. Requires DM change to 858 PP IC to add data element. Front-end processor should convert percentages into alpha code values to accommodate HBXC0Z record format.
Terms discount days due	A, 100, ITD05	Payment	The number of days in the terms discount period by which payment is due if terms discount is earned. Requires DM change to 858 PP IC to add data element. Front-end processor should convert percentages into alpha code values to accommodate HBXC0Z file format.
Pickup date qualifier	A, 110, G6201	EDI syntax	Valid code value: 86—actual pickup date.

Table A-1. Data Requirements (Continued)

Data name	ASC X12 858 mapping	Data purpose	Values, formats, edits, messages, and comments
Pickup date	A, 110, G6202	Payment and excess cost	Date shipment is picked up at origin. Format: YYMMDD.
Delivery date qualifier	A, 110, G6201	EDI syntax	Valid code value: 66—delivered on this date.
Delivery date	A, 110, G6201	Excess cost	Date shipment arrives at residence. Format: YYMMDD.
Invoice date qualifier	A, 110, G6201	EDI syntax	Valid code value: 03—invoice date.
Invoice date	A, 110, G6202	Payment	Date invoice received by the government. Date begins the prompt payment period. Format: YYMMDD.
Appropriation number qualifier	A, 280, NTE01	EDI syntax	Valid code value: APS—appropriation specification.
Appropriation number	A, 280, NTE02	Payment	Fund cite. Follow format specifications of 858 PP IC. Front-end processor should convert data into accounting subelement formats to accommodate HBXC0Z record format.
Property owner's name qualifier	A, 390, N101	EDI syntax	Valid code value: OW—owner of property.
Property owner's name	A, 390, N102	Excess cost	Last name.
Property owner's social security number qualifier	A, 390, N103	EDI syntax	Valid code value: 3—social security number.
Property owner's social security number	A, 390, N104	Excess cost	Format: 9—characters.
Property owner's additional name	A, 400, N20/1	Excess cost	First name and middle initial. Front-end processor may need to combine data with last name for application.
Property owner's rank or pay-grade qualifier	A, 430, REF01	EDI syntax	Valid code value: ML—rank or pay grade.
Property owner's rank or pay grade	A, 430, REF02	Excess cost	Format: 2 characters.
Member's status	A, 430, REF03	Excess cost	Valid EDI code values: PCS—permanent change of station, TDY—temporary duty. Front-end processor should convert codes to numeric values to accommodate HBY10B HHG record format.
Number of dependents less than 12 years qualifier	A, 430, REF01	EDI syntax	Valid code value: DU—dependents information.
Number of dependents less than 12 years code	A, 430, REF02	EDI syntax	Valid code value: 0—number less than 12.

*Table A-1. Data Requirements (Continued)*

Data name	ASC X12 858 mapping	Data purpose	Values, formats, edits, messages, and comments
Number of dependents less than 12 years	A, 430, REF03	Excess cost	Front-end processor should convert data to WD—with dependents, WOD—without dependents to accommodate HBY10B HHG record format.
Number of dependents greater than or equal to 12 years qualifier	A, 430, REF01	EDI syntax	Valid code value: DU—dependents information.
Number of dependents greater than or equal to 12 years code	A, 430, REF02	EDI syntax	Valid code value: 1—number greater than 12.
Number of dependents greater than or equal to 12 years	A, 430, REF03	Excess cost	Front-end processor should convert data to WD—with dependents, WOD—without dependents to accommodate HBY10B HHG record format.
Destination office name qualifier	A, 390, N101	EDI syntax	Valid code value: RH—responsible installation at destination.
Destination office GBLOC qualifier	A, 390, N103	EDI syntax	Valid code value: 27—government bill of lading office code.
Destination GBLOC	A, 390, N104	Excess cost	PPSO responsible for shipment at destination. Format: 4 characters.
Issuing office name qualifier	A, 390, N101	EDI syntax	Valid code value: RG—responsible installation at origin.
Issuing office GBLOC qualifier	A, 390, N103	EDI syntax	Valid code value: 27—government bill of lading office code.
Issuing office GBLOC	A, 390, N104	Payment and excess cost	Record key. PPSO responsible for shipment at origin. Format: 4 characters.
100 shipment detail loop qualifier	B, 10, LX01	EDI syntax	Valid code value: 100.
100 shipment detail loop additional qualifier	B, 140, L001	EDI syntax	Valid code value: 100.
Single-factor charge	B, 150, L104	Payment	Authorized payment amount. Format: 9(07)V99.
200 weights and allowances loop	B, 10, LX01	EDI syntax	Valid code value: 200.
Weight	B, 140, L004	Excess cost	Formats: gross weight, net, and reweigh—5 characters; professional books/equipment, administrative weight allowance, and unearned freight—4 characters.

Table A-1. Data Requirements (Continued)

Data name	ASC X12 858 mapping	Data purpose	Values, formats, edits, messages, and comments
Weight unit qualifier	B, 140, L005	EDI syntax	Valid code values: G—gross, N—net, WA—administrative allowance, WG—net professional books and equipment, RN—reweigh net, J—light (unearned freight). Requires DM change to add unearned freight weight code to 858 PP IC.
Weight unit qualifier	B, 140, L011	EDI syntax	Valid code value: L—pounds.
300 accessorial service loop qualifier	B, 10, LX01	EDI syntax	Valid code values: 303—origin service, 304—destination service. 858 PP IC calls for one 300 loop per service code (L108).
300 accessorial service loop qualifier	B, 140, L001	EDI syntax	Valid code values: 303—origin service, 304—destination service.
Service charge	B, 150, L104	Payment	Authorized payment amount. Front-end processor should combine service charges with authorized single-factor charge to derive total authorized payment amount. Format: 9(07)V99.
Service identification code	B, 150, L108	858 PP IC syntax	Authorized accessorial service code. 858 PP IC calls for one 300 loop per service code (L108). Accessorial services unknown at this time.
400 storage-in-transit (SIT) loop qualifier	B, 10, LX01	EDI syntax	Valid code values: 401—SIT loop at origin, 402—SIT loop at destination.
SIT date qualifier	B, 100, N901	EDI syntax	Valid code value: 1R—storage information code.
SIT date in ID	B, 100, N903	EDI syntax	Valid code value: 10—storage in.
SIT date in	B, 100, N904	Excess cost	Date shipment goes into storage. Format: YYMMDD.
500 entitlements loop qualifier	B, 10, LX01	EDI syntax	Valid code value: 500.
500 entitlements loop additional qualifier	B, 140, L001	EDI syntax	Valid code value: 500.
Excess distance cost	B, 150, L105	Excess cost	Amount to be recovered from Service member for excess distance charges. Requires DM change to 858 PP IC to add data element. Requires change to HHG system. Currently not in HBY10B HHG record format.
Excess cost paid at origin	B, 150, L106	Excess cost	Amount of excess cost recovered from Service member. Change to HHG system. Currently not in HBY10B HHG record format.

*Table A-1. Data Requirements (Continued)*

Data name	ASC X12 858 mapping	Data purpose	Values, formats, edits, messages, and comments
Voucher amount	C, 10, L305	Payment	Invoice amount. Requires DM change to 858 PP IC to add data element. Format: 9(07)V99.
Number of included segments	C, 20, SE01	EDI syntax	Provided by EDI translator.
Transaction set control number	C, 20, SE02	EDI syntax	Assigned by EDI translator.

Note: DITY = do it yourself; ID = identification; GBLOC = government bill of lading office code

<sup>a</sup>ASC X12 mapping format: table, position, and reference designator.

<sup>b</sup>The current 3010 version of the ASC X12 858 transaction set cannot accommodate the year 2000. Accommodating the year 2000 will require upgrading to at least the 3050 version, which contains century information in data element G6206.

# Glossary

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ANSI	American National Standards Institute
ASC	Accredited Standards Committee
CAPS	Computerized Accounts Payable System
CEFMS	Corps of Engineers Financial Management System
DFAS-IN	Defense Finance and Accounting Service—Indianapolis Center
DITY	do it yourself
DM	data maintenance
DTP	Directorate of Transportation Payment
DTRS	Defense Transportation Payment System
EDI	electronic data interchange
EFT	electronic funds transfer
FAR	Federal Acquisition Regulation
GBL	government bill of lading
GBLOC	government bill of lading office code
GSA	General Services Administration
HHG	household goods
IC	implementation convention
ID	identification
MTMC	Military Traffic Management Command
PPSO	personal property shipping office
SIT	storage in transit
SON	service order number
SRD1	Standard Financial System Redesign
TCN	transportation control number
TO	transportation office
TOPS	Transportation Operational Personal Property Standard System
U.S.C.	United States code
WHIST	Worldwide Household Goods System for Transportation

# REPORT DOCUMENTATION PAGE

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